UNITED STATES MARINE CORPS
Logistics Operations School
Marine Corps Service Support Schools
Camp Lejeune, North Carolina 28542-0041

(1408)

## STUDENT OUTLINE

## ESTABLISHING THE BEACH SUPPORT AREA (BSA)

## LEARNING OBJECTIVES

a.  <u>Terminal Learning Objective</u>:  Given the applicable
reference Material, Commander's and an OPLAN, conduct landing
support
Operations, per FMFM 4-1, FMFM 4, FMFM 4-2, FMFM 4-3.
(0402.03.03)

b.  <u>Enabling Learning Objectives</u>.

1.  Given the applicable reference material, commander's
guidance and an OPLAN, per FMFM 4, FMFM 4-1, FMFM 4-2, FMFM
4-3, direct the establishment of a beach support area (BSA) by
identifying the: (0402.03.03a)

     a.  Task of the shore party team.

    2.  Given the applicable reference material, commander's
guidance, an OPLAN and a tactical scenario, per FMFM 4, FMFM 4-1,
FMFM 4-2, FMFM 4-3, direct the establishment of a beach support
area by: (0402.03.03b)

     a.  Identifying the requirements of a BSA.

     b.  Developing a BSA overlay.

<u>**OUTLINE:**</u>

1.  <u>**ORGANIZATION OF THE BSA**</u>

     a.  <u>Marine Tasks</u>.  The Marine component of the shore party team normally performs the tasks found in FMFM 4-3 pages' 2-8, 2-9.

       (1)  Marking limits of the beach unloading points.

       (2)  Designating and marking appropriate landing sites for helicopters.

       (3)  Locating and establishing and multiclass supply dumps, including amphibious assault fuel facilities.

       (4)  Assisting units in landing and moving across beaches.

       (5)  Marking and removing obstacles in the BSA which are hazardous to shore party operations.

       (6)  Construction and maintaining beach lateral and exit roads.

       (7)  Establishing and operating information centers and maintaining current situation maps to assist units which have landed.

       (8)  Controlling traffic in the BSA.

       (9)  Maintaining communications with tactical units and tactical-logistical groups (TacLog) for control purposes.

       (10)  Establishing lateral communications between beaches and helicopter landing zones.

       (11)  Marking contaminated portions of the BSA and decontaminating those area that are essential for use.

       (12)  Evacuating casualties and prisoners of war.

(13)   Providing emergency maintenance.

(14)   Maintaining continuous records of all landed units, equipment, and supplies.

(15)   Coordinating the movement of amphibious vehicles carrying supplies,
unloading supplies from beached landing craft, ships, and moving these supplies to inland dumps or using units, as required.

(16)   Providing personnel to augment ships' platoons and training ships' platoons.

(17)   Providing local security and coordinating the defense of the BSA.

(18)   Initiating, as directed, military government activities in the BSA.

(19)   Establishing and maintaining, as part of the overall landing force warning system, a system to warn of air, ground, nuclear, biological, or chemical attacks within the BSA.

(20)   Providing graves registration services as directed.

(21)   Constructing helicopter landing sites within the BSA.

(22)   Loading helicopters with supplies for further delivery inland.

(23)   Selecting, upon the recommendation of the naval element, locations of the cause ways and slots or ramps for the landing of ships and craft and establishing unloading point markers at those points for wheeled vehicles, tracked vehicles,
and supplies.

(24)   Rearming and refueling aviation assets as required.

(25)  Installing and operating bulk fuel facilities.

2.  **INTERNAL ORGANIZATION CONSIDERATIONS.**  The shore party team commander must review certain organizational considerations when planning and placing various supply dumps and facilities within the BSA.  A careful review of the following internal organization considerations will maximize the safety and operational effectiveness of that shore party unit within the BSA.

  a.  Traffic.  Internal arrangement of traffic control points provide for maximum traffic circulation.

   b.  Supplies.  Supplies are segregated by type and distinguishing characteristics to ensure rapid issue and inventory.

  c.  Material Handling equipment (MHE).  Manpower required to handle cargo is reduced by making maximum use of mechanical equipment.

 d.  Class III (Fuel)/Class V (Ammo).  Fuel and ammunition are well separated, well dispersed, and dug in or revetted.  Use of tractors or bulldozers are essential in order to accomplish this quickly.

   e.  Floodlights/Fire Fighting.  Floodlight trailers and fire fighting equipment are located within the dump areas.

   f.  Camouflage.  Concealment by either artificial or natural camouflage is essential.

   g.  Helicopter Landing Sites.  Helicopter landing sites, properly marked and equipped with wind direction markers and other essential control or navigational aids, established in the vicinity of each supply dump, shore party command post, and  casualty evacuation point.

3.  **COMBAT SERVICE SUPPORT FACILITIES.**  In addition to the supply dump facilities located in the BSA, there are other installations/facilities that are established by the shore party.  A CSS facility is generally associated with the personnel and equipment that support a particular class of supply, or operational requirement that exists within the BSA. These facilities may include the following:

a.  Amphibious Assault Fuel System (AAFS).  Affords the landing force the ability to land, store and dispense large volumes of bulk class III (A) and (W).  This capability is operated by the bulk fuel personnel of a bulk fuel company from engineer support battalion.  During subsequent operations ashore bulk fuel personnel fall under the operational control of the shore party team/group commander.  This capability includes providing tactical airfield fuel dispensing system (TAFDS) terminals to the MAW.

b.  Aviation Support.  Support of aviation units landed from assault shipping is a responsibility of the of the shore party.  Aviation technical personnel equipped with special cargo handling equipment are attached to the shore party during the landing and establishment of the BSA.

c.  Vehicle Parking and Repair.  The large number of vehicles landed in support of the landing force requires early establishment ashore of a vehicle parking and repair area. It is established by specialists attached to the shore party from detachments of the CSSE.

d.  Troop Assembly Areas.  Reserve units and support detachments are quickly moved off the beach and into designated assembly areas to prevent them from disrupting the activities on the beach.  Their occupancy may vary from a few hours to several days.

e.  Water Supply Points.  It is desirable to locate water supply points within the BSA so that the shore party team can provide support.  Their establishments and exact location are reported to higher headquarters.

 f.  Casualty Collection Points.  During the initial assault, casualties are evacuated from the beach evacuation stations without delay.  These beach evacuation stations (BLT aid stations) are relieved by shore party evacuation teams, which are formed from the medical battalion, FSSG.  As the buildup of the landing force continues ashore and the beach support area becomes organized, more deliberate medical establishments are required.

g.  Enemy Prisoners of War (EPW) and Civilian Enclosures. It is essential that enclosures be prepared to handle EPW and civilians.  Their location and construction is a responsibility of the shore platoon of the shore party.  These two enclosures are  separated from each other and from the other CSS installations.  they are located within the BSA and

are of sufficient size to provide for the physical necessities of the persons confined.

4. **PRIORITIES OF WORK.** The specific priorities of work are scenario dependent. They will not be found in any formal doctrine publication. A shore party officer should understand that priorities of work are generic in nature, and that specific requirements will change due to the unit's mission, concept of operations, or terrain associated with a particular BSA. Discuss the following priorities of work:

  a. Advance Party Lands and Establishes Local Security. the advance party lands in the assault waves, reconnoiters the beach, establishes local security, and an advance command post.

  b. Establish center Beach, Right/Left Markers, Lay MO-MAT. The advance party erects the right/left flank markers. The command post is normally established in close proximity to the center beach marker. Appropriate wheeled vehicle unloading sites (MO-MAT sites) can be determined at this time.

   c. Establish Communications

        (1) Erect 292 Antenna. Early placement of a VHF 292 antenna will provide reliable long range communications between the shore party team and sea based units. This will afford the shore party team the opportunity to transmit the serials landed report quickly.

        (2) Establish Local Nets, Lay Wire. Communications nets are established in accordance with the annex K of your higher headquarters operation order. Wire is laid between the command post, beach checkers, and supply dumps/installations. Wire connected between the dump sites and the switch board will reduce the VHF emission signature within the BSA.

        (3) Establish External Nets. This is accomplished immediately by utilizing the guard chart in annex K as a guide. Most external shore party traffic is passed over the CSS request net. Antennas should be remoted at this time.

        (4) Submit Serials Landed Report. One of the first tasks that shore platoon members accomplish. This report tells the higher headquarters what serials have landed.

(5)  Submit Supply Status Reports.  This report tells the higher headquarters exactly what is in the supply dumps.  This report is submitted upon request or at specified time designated by the higher headquarters.

d.  Establish Debarkation Markers

(1)  Wheeled Vehicles.  The wheeled vehicle marker is erected at the wheeled vehicle unloading site.  This may be one site or several depending on the hydrography of the beach. the shore party officer should work closely with the beachmaster on the selection of this site.  The site should be placed as close to the beach exit point as possible.  This point is normally placed on the beach flank opposite the tracked vehicle site.  Tracked vehicles will destroy MO-MAT.

(2)  Tracked Vehicles.  The tracked vehicle debarkation marker is placed at the tracked vehicle unload site.  Tracked vehicles should be restricted from the wheeled vehicle site and the amphibious assault fuel system (AAFS) site.

(3)  Class I, III, V.  Class I, III, and V debarkation markers should be placed in close proximity to their dump sites.  This will reduce the time required to transport supplies from the beach to the supply dump.  Class III and V should always be placed on opposite flanks of the BSA.

e.  Establish a Traffic Pattern within the BSA.  A traffic pattern should be established to support vehicle traffic flow throughout the BSA.  The traffic should flow either clock wise or counterclockwise direction within the BSA.  This will keep traffic moving in one direction throughput the BSA.

f.  Establish Traffic Control Points.  Traffic control points should be established at key points throughout the BSA. Military police or members of the shore party platoon will assist in this task.

g.  Establish Supply Issue Points.  Supply issue points are established in support of but separate from the main supply dumps.  This is a point distribution network where supported units can pick up several classes of supply simultaneously. Supply issue points will reduce traffic within the BSA.

h.  Improve Lateral Exits and Roads.  This is an ongoing process that is accomplished by members of the MHE platoon and possibly beachmasters.

I.  Establish Key Facilities.

    (1)  Beach Evacuation Station (BES).  One of the first facilities established for obvious reasons.  The BES is normally established in close proximity to the shore party command post and helicopter sites.

    (2)  Landing Zones.  Located throughout the BSA, landing zones normally support the evacuation of casualties, the movement of troops, or resupply of certain classes of supplies.

    (3)  Maintenance and Salvage Areas.  Located in close proximity to the maintenance area.  Here vehicles and equipment can be repaired.

    (4)  Motor Pool.  Established within an area of the BSA that offers ready access to lateral/exit roads, natural cover and concealment.

    (5)  Engineer Equipment Park.  Located in a secure area of the BSA that offers good cover and concealment.

    (6)  Messing Facility.  Should be a central location separate from trash pits and head facilities.

    (7)  Billeting Area.  A secure location that could be either a single site, e.g., G.P. tent or shelter halves. Security is important, guards or a fire watch should be posted.

    (8)  Vehicle Holding Area.  Essentially a parking lot located in close proximity to the dismount point.  This facility restricts unnecessary vehicles entry into the BSA.  A small maintenance facility could be collocated with the vehicle  holding area.

    (9)  Supply Field Warehousing.  A more permanent supply facility located within the BSA.  It is generally associated with the unloading of the sea based supply block.

    (10)  Marshaling Area.  A troop staging area located within the BSA.  The marshaling area should be located in a site that will not interfere with normal landing support operations.  In some instances troops resident in the plan depending on the duration of their stay.

(11)  Enemy Prisoners of War and Civilian Enclosures. Secure and separate are usually located in an isolated portion of the BSA.  Military police usually supervise these facilities.

(12)  Continue with General Improvements.

(a)  Positions.  defensive positions are continually improved.

(b)  Berms.  Facilities such as class III and V are bermed as soon as possible.

(c)  Revetments.  Associated with natural terrain supply dumps and facilities should utilize natural revetments whenever possible.  Incorporate hardened overhead cover whenever possible.

(d)  Roads.  Their expansion and improvement is an ongoing process.

5.  **BSA OVERLAY.**

a.  The beach support overlay is used to portray in a condense form, a graphic picture of CSS unit installations and activities through the use of military symbols.  A listing  of military overlay map symbols that can be included on a BSA overlay can be seen in FMFM 3-1 P. 423 and in your Military Map Symbol SPI.